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THE MAINE DISASTER.

Succinct Account by One of the Survivors.

TEN MINUTES OF HORROR.

A Perfect Storm of Missiles of All Descriptions

FOLLOWED FIRST SULLEN ROAR.

Lieutenant Blandin Gives a Connected Statement of the Awful Experiences of the Men on the Maine in Havana Harbor.

Key West, Feb. 18.—Lieutenant John Blandin of Baltimore, one of the Maine's survivors, gives a succinct account of the disaster, saying that not until now has he been able to recollect the sequences of events in the awful 10 minutes following the explosion Tuesday evening.

Lieutenant Blandin was on the Trenton at the time of the disaster off Samoa in March, 1889, when American and German vessels lost 244 men all told. Lieutenant Blandin says:

"I was on watch, and when the men had been piped below, I looked down the main hatches and over the side of the ship. Everything was absolutely normal. I walked aft to the quarter deck behind the rear turret as is allowed after 8 o'clock in the evening, and sat down on the port side, where I remained for a few minutes.

"Then for some reason I can not explain to myself now, I moved to the starboard side and sat down there. I was feeling a bit glum, and in fact was so quiet that Lieutenant J. Hood came up and asked laughingly if I was asleep. I said: 'No; I am watch.'

"Scarcely had I spoken when there came a dull, sullen roar. Would to God that I could blot out the sound and the scenes that followed. Then came a sharp explosion; some say numerous detonations. I remember only one. It seemed to me that the sound came from the port side forward. Then came a perfect rain of missiles of all descriptions, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings, and all the debris that would be detachable in an explosion.

"I was struck on the head by a piece of cement and knocked down, but I was not hurt and got to my feet in a moment. Lieutenant Hood had run to the poop, and I supposed, as I followed, he was dazed by the shock and about to jump overboard. I hailed him and he answered that he had run to the poop to help lower the boats. When I got there, though scarce a minute had elapsed, I had to wade in water to my knees, and almost instantly the quarter deck was awash.

"On the poop I found Captain Sigbee, as cool as if at a ball, and soon all the officers, except Jenkins and Merritt, joined us. The poop was above water after the Maine settled to the bottom.

"Captain Sigbee ordered the launch and gig lowered, and the officers and men, who by this time had assembled, got the boats out, and rescued a number in the water.

"Captain Sigbee ordered Lieutenant Commander Wainwright forward to see the extent of the damage, and if anything could be done to rescue those forward, or to extinguish the flames, which followed close upon the explosion and burned fiercely as long as there were any combustibles above water to feed them.

"Lieutenant Commander Wainwright on his return reported the total and awful character of the calamity, and Captain Sigbee gave the last sad order, 'Abandon ship,' to men overwhelmed with grief indeed, but calm and apparently unexcited.

"Meantime four boats from the Spanish cruiser Alfonso XIII arrived, to be followed soon by two from the Ward line steamer City of Washington. The two boats lowered from the City of Washington were found to be riddled with flying debris from the Maine and unfit for use. Captain Sigbee was the last man to leave his vessel and left in his own gig.

"I have no theories as to the cause of the explosion. I can not form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard that the Havana harbor was full of torpedoes, but the officers, whose duty it was to examine into that, reported that they found no signs of any. Personally, I do not believe the Spanish had anything to do with the disaster. Time may tell. I hope so.

"We were in a delicate position on the Maine, so far as taking any precautions was concerned. We were friends in a friendly, or alleged friend-

ly port, and could not fire upon or challenge the approach of any boat boarding us unless convinced that her intention was hostile.

"I wish to heaven I could forget it. I have been in two wrecks now and have had my share. But the reverberations of that sullen, yet resonant roar, as if the bottom of the sea was groaning in torture, will haunt me for many a day, and the reflection of that pillar of flame comes to me even when I close my eyes."

SIZZLING SPANIARDS.

Outrageous Circular Freely Circulated in Havana.

New York, Feb. 18.—Medical Director Wood is in possession of the copy of a circular, incendiary and outrageous, which was passed about the streets, on railway cars and other places in Havana. A translation of this circular was sent to Medical Director Wood by an officer on the Maine, who picked it up while on a train returning from a bull fight. The circular is as follows:

"Spaniards:

"Long live Spain and honor.

"What are ye doing that ye allow yourselves to be insulted in this way? Do you not see what they have done to us in withdrawing our brave and beloved Weyler, who at this very time would have finished with this unworthy rebellious rabble, who are trampling on our flag and our honor? Autonomy is imposed on us to set us to one side and to give posts of honor and authority to those who initiated this rebellion, these ill-born autonomists, ungrateful sons of our beloved country.

"And, finally, these Yankee hogs, who meddle in our affairs, humiliating us to the last degree, and for still greater taunt order to us one of the warships of their rotten squadron, after insulting us in our newspapers and driving us from our homes.

"Spaniards, the moment of action has arrived. Sleep not! Let us show these vile traitors that we have not yet lost shame, and that we know how to protect with energy befitting a nation worthy and strong as our Spain is, and always will be.

"Death to Americans; death to autonomy.

"Long live Spain. Long live Weyler."

COURT OF INQUIRY

May Not Assemble in Havana Before Next Monday.

Washington, Feb. 18.—Captain Sigbee suggested to the navy department, through the commander at Key West, that it would be well to detail a light-house tender or some such small craft to watch over the wreck of the Maine. It is said at the department that the naval court of inquiry which is to investigate the disaster can scarcely assemble for the work at Havana before next Monday.

The navy department authorizes a denial of the statement attributed to Captain Sigbee that he recommended to the department before he sailed for Havana that no other ship than the Maine be sent to Havana, because the harbor was too dangerous, owing to the number of torpedoes planted in the bottom. As a matter of fact, Captain Sigbee had not the slightest hint given him that his ship was to be selected until 12 hours before his departure.

As to the statement relative to the number of torpedoes planted in Havana harbor, it is said at the navy department that nobody, aside from the Spanish officers in Havana, knows what has been done to protect the harbor in that manner. It is customary to divide all great harbors into sections and in plans of coast defense to assign places for torpedoes on the bottom at certain intervals. The location of these torpedoes is kept a profound secret, only a few officers of the army being entrusted with the knowledge. If their location were known it would be easy for an attacking enemy to remove or explode them without causing harm to their own vessels.

The Capital Is Calmer.

Washington, Feb. 18.—The government has settled back into a waiting attitude in respect to the terrible marine disaster in Havana harbor. The great shock caused by the news has given way to a calmer and more judicial state of mind, and, realizing from the events of the day that the court of inquiry is the sole dependence in the search for the cause of the Maine's loss, the naval officials are now resigned to await the results of that inquiry by a court named by the navy department. There was little new to add to the sum of information as to the disaster. No telegrams came and all that could be gleaned was a denial of some absurd story or other that had crept into print or become current gossip.

How It Might Have Been Done.

Chicago, Feb. 18.—Emil Gathmann, the inventor, believes the Maine was destroyed by a Harvey torpedo. He is conversant with Havana harbor, and from personal examination is

familiar with the equipment of the Maine. In an interview he said that with the vessel pointing against the tide, with the night dark, and the Maine not protected by netting, a man could row a skiff across the bows of the Maine at a distance of from 500 to 1,000 feet towing a Harvey or floating torpedo. Allowing the tide to drift the torpedo against the forward end of the Maine, he could explode it by means of electric wires attached to the fulminating cap.

Blanco's Message.

Havana, Feb. 18.—Captain General Blanco has sent to the Spanish charge d'affaires at Washington a cable message on behalf of the colonial government, requesting him to tender to President McKinley the condolence of the cabinet upon the terrible disaster that destroyed the Maine, requesting him, moreover, to "tender our profound sympathy to the American government and assurances of how deeply we regret that this port should be the witness of such a tremendous accident to the American navy."

No Sensation in This.

Washington, Feb. 18.—In order to answer inquiries from all sections of the country regarding sensational rumors, the following statement is made:

The cruiser New York has not been ordered to Havana; Consul General Lee has not been assassinated; there is no conference of the cabinet; congress is not in session, both houses having adjourned at the usual hour; President McKinley did not go to the Capitol, and the situation is decidedly quiet.

The President Informed.

Washington, Feb. 18.—The Key West bulletin regarding the finding of a hole in the bottom of a plate of the Maine and referring to the work of a torpedo was sent to the White House and was shown to President McKinley.

His only comment was that it was the first he had heard of it. The president does not wish to make any statement concerning reports that come regarding the disaster, but he permitted the fact to be known that the administration had no advices tending to confirm the Key West report.

Funeral of the Martyrs.

Havana, Feb. 18.—The interment of the martyrs of the Maine took place about 5 p. m. Shortly before that hour all Havana was in movement. The flags on the public buildings were at halfmast and many of the houses were draped in mourning. All classes were represented in the throngs that filled the streets along which the funeral procession passed to the cemetery.

A Fishy Story.

Havana, Feb. 18.—General Pando and the former insurgent general, Juan Ramiries, have left here for Puerto Del Padre, on the northwest coast of Cuba, to await the surrender of the insurgent leader Capoto, with 400 men, and of another leader with his followers, according to the Spanish story.

Washington Thanks Madrid.

Madrid, Feb. 18.—The government has received a cablegram from the Washington government thanking Spain for the assistance rendered by the Spanish authorities at Havana after the disaster.

Very Thoughtful.

Madrid, Feb. 18.—The government has cabled instructions to the commander of the warship Vizcaya, leaving it to his discretion when to quit New York.

Claims Bribery.

Havana, Feb. 18.—Dr. Congosto, the secretary general of Cuba, is credited with the statement that he has bribed several members of the New York Cuban junta.

A Spanish Inquiry.

Madrid, Feb. 18.—Orders have been issued to Captain Peral to open an inquiry into the cause of the disaster to the Maine.

American Justice.

Philadelphia, Feb. 18.—The United States court of appeals affirmed the verdict in the case of John D. Hart, who was convicted on the charge of aiding the steamer Laurada in a filibustering expedition to Cuba. The sentence imposed was two years' imprisonment, which Mr. Hart, who is now at liberty under bail, will have to undergo, unless a further stay can be secured.

Miss Willard's Condition.

New York, Feb. 18.—At a late hour Miss Francis E. Willard was in a precarious condition. Miss Gordon, her private secretary, said Miss Willard's condition was more serious than at any time since her illness, and the worst was feared. Dr. Hills was in constant attendance at the sick woman's bedside.

Turf Winners.

At New Orleans—Carletta C. Pearl Barnes, Indamator, Dorah Wood, Neddah, Raudanza.

CONGRESS.

In the House.

Washington, Feb. 18.—The debate on the bankruptcy bill dragged along listlessly in the house, interest in it being overshadowed by the Maine disaster. The speeches on the floor attracted almost no attention and were delivered in most instances to a handful of members.

In the course of debate Mr. Maddox (Ga.) took occasion to reply to a speech made by Mr. Landis (R., Ind.) last week before the Middlesex club of Boston. He denounced Mr. Landis' references to the south and her people as slanders, and said that a man who would indulge in such misrepresentation at a public dinner was unworthy of a place on the floor of the house.

At 5:05 the house recessed.

In the Senate.

Washington, Feb. 18.—After a spirited debate occupying more than two hours the senate, by a vote of 34 to 29, agreed to the resolution of Mr. Turpie (Ind.), declaring the senate's opposition to the confirmation of the sale of the Kansas Pacific railroad.

After the disposition of the resolution the Corbett case was discussed by Mr. Pettus (Ala.) and Mr. Hoar (Mass.), an agreement having first been reached to take a final vote upon the case on Monday, Feb. 28.

At the opening of the senate the blind chaplain delivered a touching invocation with reference to the awful disaster to the Maine.

WOMEN IN SESSION.

Preamble and Resolutions Set Forth Objects of Suffragists.

Washington, Feb. 18.—The most important matter that came before the National Suffrage association at its meeting was the consideration of the report of the committee on resolutions.

A preamble reaffirmed the principles enunciated at the Seneca Falls meeting 50 years ago, when the question of woman suffrage was first launched, and recounted in detail the gains in the advancement of women since then.

The resolutions, which were adopted, demand for women citizens equality with males in the exercise of the elective franchise, ask for a sixteenth amendment to the constitution to bring this about, demand for mothers equal custody and control of their minor children, and for wives and widows an equal use and inheritance of property, and ask for women representation on boards of education, public schools, etc.

TEXT OF DECREE

Which Leaves Senor De Lome Without Employment.

Madrid, Feb. 18.—Following is the text of the royal decree, which is dated Feb. 10:

"According to the wishes of Senor Dupuy De Lome, in the name of my august son, King Alfonso XIII, and as queen regent, I accept the resignation he has presented of the post of envoy extraordinary and minister plenipotentiary at Washington, leaving him without employment, with the emoluments due him. MARIA CHRISTINA."

"When Love Is King."

Salesville, O., Feb. 18.—Grant Stoneburner, proprietor of a general store and married, assigned to J. O. Couplin and left suddenly for the west. It is said his assets will amount to about 50 per cent of his liabilities. It is said that Miss Jennie McCormick, daughter of a farmer, took the same train. Since their departure a letter has been found from Stoneburner to the girl in which this occurs: "Society says we had better quit; but to h— with society when love is king."

Rushing the Work.

Hamilton, O., Feb. 18.—The big Niles tool works is turning out 12-inch mortars for the government as speedily as possible. Two naval attaches assigned to the ordnance department have been at Hamilton engaged in pushing forward the work and superintending the construction of the huge pieces of ordnance. The officials of the company deny that any special effort had been made to hasten the work since the recent war scare.

The Atkinson Forgery Case.

Clarksburg, W. Va., Feb. 18.—At the present term of the circuit court of Gilmer county an order for continuation was entered in the forgery case of Mrs. Atkinson, wife of Governor Atkinson, which indicates that the case will never be tried again.

On a Floe of Ice.

Springfield, Mass., Feb. 18.—The received here from Holsingfors says that a tract of ice on coast of the Gulf of Finland broke adrift in a snowstorm, and carried to sea with it 200 fishermen and several horses.

Two Men Sentenced.

Martinsville, Ind., Feb. 18.—Herb Gorham and Guy Van Tassel were found guilty of burglary. The sentence is indeterminate, not less than two nor more than 14 years.

TRAMP STEAMER LOST.

Wreck of the Clara Nevada in Lynn Canal.

FIFTY PEOPLE ON BOARD.

Not One of Whom Is Left to Tell the Tale—The Disaster Is Supposed to Have Been Caused by Explosion of Boilers.

Nanaimo, B. C., Feb. 18.—A special from Juneau, Alaska, confirms the news of the loss of the Clara Nevada, and says:

"The cause of the disaster was doubtless the explosion of her boilers. Of the 50 people on board none are believed to have been saved. The wreck was discovered by A. Marquam, customs inspector at Juneau, who ordered the Ruster to the scene—Lynn canal—where a burning vessel had been seen. Wreckage bearing the name of the ill-fated vessel was found, but there was nothing to show the identity of any of its passengers. The Clara Nevada was a tramp steamer, and as she was plying between United States ports she did not file her passenger list with the customs house officers. Those whom she had aboard had been hurriedly picked up at Skaguay, being attracted by the cut which she made in rates. It is thought that she carried about 20 passengers, of which two or three were women. Several were bound for Juneau and the balance for Seattle.

"Frank Whitney of Cripple Creek, Colo., was known to be one of the unfortunates. He had been writing for his wife to join him at Skaguay, and becoming impatient, boarded the Nevada at the last minute. His wife arrived at Skaguay only a few hours after the Nevada sailed and, learning of his departure, followed him south on the steamer Rosalie, expecting to meet him in Seattle.

"Al Noyes of Juneau is also supposed to have been on the Clara Nevada. This is all that is known of the victims."

WRECK OF THE FLACHAL.

The Story Told by the Only Surviving Passenger.

Teneriffe, Canary Islands, Feb. 18.—M. Muoz, the only surviving passenger of the French steamer Flachal, bound from Marseilles for Colon, that was wrecked at Anaga Point, this island, during a thick fog, says:

"The passengers under charge of the doctor and the second officer, were shut up in the deckhouse under the bridge.

"The captain ordered the boats out, but the vessel took a heavy list to port and three of the port boats were carried away by a heavy sea directly they were launched. An attempt was then made to launch the starboard lifeboat, and after working uninterruptedly from 2 until 9 in the morning it succeeded.

"Those on board immediately made a desperate rush. Fifty jumped into the sea in an endeavor to reach the boat, but only 16 succeeded, and two of these were washed out. The boat was full of water, and it was impossible to use the oars. After half an hour the steamer Susu arrived and picked up the 14 in the boat.

"There were still about 40 people on the wreck, but when the Susu returned from Santa Cruz not a soul was to be seen, and the sea was washing completely over the wreck."

Wheelmen, Take Notice.

Baltimore, Feb. 18.—Chairman Mott of the racing board, League of American Wheelmen, issues the following: "Societies wishing dates are directed to at once make application. In the national championship pacemakers can be used, but they can not qualify for the finals. Pacemakers can only be used in the finals."

Wants a Divorce.

Toledo, Feb. 18.—Mrs. Charles Newbury, who stood heroically by her husband, ex-turnkey of the county jail, during his trial for furnishing prisoners confined with means of escape, has brought an action for divorce and the restoration of her maiden name. Newbury was sent to the penitentiary for two years.

New Cabinet Formed.

Christiania, Feb. 18.—Ex-Premier Steen, who was intrusted with the task of forming a new ministry, completed the cabinet and submitted the names to King Oscar. Later it was announced the cabinet was officially appointed.

Death of a Statesman.

London, Feb. 18.—Rt. Hon. Sir James Stemsfeld is dead at the age of 78 years. He held the offices of lord of the admiralty, under secretary for India; lord of the treasury, and represented Halifax in parliament from 1859 to 1895.